

CONFIDENTIAL

Approved For Release 2000/05/11 : CIA-RDP79-01002A000200040001-8

20 copies run off

DISTRIBUTION LIST

Title of report: SELECTED ROUTES TO TIBET

Report Series No. G/I-27 Project Number 61.1259 Classification S

Analyst: 25X1A [REDACTED] Maps: None Pictures: None

Requester: [REDACTED] 25X1A

<u>No.</u>	<u>TO</u>	<u>Date</u>	<u>No.</u>	<u>To</u>	<u>Date</u>
1.	RQM/OIS, Attn. <u>[REDACTED]</u>	7/7/54	21.	25X1A	
2.	"	"	22.		
3.	"	"	23.		
4.	"	"	24.		
5.	"		25.		
6.	"	"	26.		
7.	"	"	27.		
8.	"	"	28.		
9.	"	"	29.		
10.	"	"	30.		
11.	AD/RR	"	31.		
12.	"	"	32.		
13.	Ch/G <u>[REDACTED]</u>	"	33.		
14.	GG/F	"	34.		
15.	Circulate - GG/F	"	35.		
16.	Exxxx To <u>[REDACTED]</u> St/PC, for S/TR 7/12/54		36.	25X1A	
17.	xxx <u>[REDACTED]</u> ORR, Rm. 2101 M 3/10/55		37.	25X1A	
18.	<u>[REDACTED]</u> 2045 M Bldg. ext 4585		38.	25X1A	
18.16	June 55.				
19.	<u>[REDACTED]</u>		39.	25X1A	
20.	D/GG		40.		

Comments on Distribution:

Approved For Release 2000/05/11 : CIA-RDP79-01002A000200040001-8

DOCUMENT NO.

NO CHANGE IN CLASS.

☐ DECLASSIFIED

CLASS. CHANGED TO: TS S C

NEXT REVIEW

AUTH: HR 70-2

DATE 8-21-79

REVIEWER: 372044

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR
Project Proposal Memorandum

RETURN TO D/GG
PERMANENT FILES

Project No. 61.1259

TO : Project Review Committee, Geographic Area

FROM: Chief, Geography Division

G/I-27

1. Subject of Proposed Project: Study of Traffic Situation from China into Tibet
2. Statement of Problem:

To prepare a brief study of the road situation in Tibet. The following points to be considered: (a) The width of the road; (b) Surfacing; (c) The number of workers employed; (d) What is the present traffic availability of these roads.

25X1A

3. Requester: [REDACTED] dated 28 June 1954. (See attached request)

4. Responsible Analyst: [REDACTED] 25X1A

5. Kind and Extent of Cooperation Desired:

- (a) Other Divisions of the Geographic Area (including maps): Usual routine sources
- (b) Other parts of CIA: S/Tr
- (c) Outside CIA: ESID-AMS

DOCUMENT NO. 2
NO CHANGE IN CLASS. ☒
1) DECLASSIFIED
CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE: 1985
AUTH: HR 70-2
DATE: 8-21-79 REVIEWER: 372044

6. Estimated Man Hours to Complete: 40 hours
7. Probable Completion Date: Week of 5 July 54
8. Probable Form of Final Publication: G/I-27

9. Special Recommendations Regarding Distribution of Finished Report:

To Requester only.

10. Comments:

[REDACTED]
Chief, Geography Division

25X1A

JUL 8 1954

Date

[REDACTED]
Chairman, Project Review Committee

25X1A

[REDACTED]
Assistant Director, ORR

25X1A

8 July '54
Date

JUL 9 1954

CONFIDENTIAL

SECRET

COPY

CONFIDENTIAL

28 June 1954

MEMORANDUM FOR: Assistant Director for Research and Reports

ATTENTION : Chief, Geography Division

SUBJECT : Study of Traffic Situation from China into Tibet

REFERENCE :

25X1A

25X1A

25X1A

25X1A

1. As discussed by [REDACTED] of your office and [REDACTED] it is requested that a brief study be made of the road situation into Tibet. It is further requested that the following points be considered:

- a. The width of the road.
- b. Surfacing.
- c. The number of workers employed.
- d. What is the present traffic availability of these roads.

2. These are thought to be the three routes to Tibet from China:

- a. Sining (Tsinghai) - Huanghoyen - Yushu } - Lhasa
Kangting - Chamdo - Yushu }
- b. Chamdo - Taichao - Lhasa
- c. Lhasa - Ygantse - Yatung - Sikkim

3. It is requested that Geography Division make this as brief a study as possible. Any questions pertaining to this request may be referred to [REDACTED] on extension 3103.

25X1A

25X1A

cc: Chief, Geography Division, ORR

SECRET

CONFIDENTIAL

DOCUMENT NO. 3
NO CHANGE IN CLASS. ☐
[] DECLASSIFIED
CLASS. CHANGED TO: TS S ©1989
NEXT REVIEW DATE: _____
AUTH: HQ 79-2
DATE 8-21-79 REVIEWER: 372044

~~SECRET~~

COPY No. 20

CONFIDENTIAL

RECEIVED
12/10/66
TELETYPE UNIT

SELECTED ROUTES TO TIBET

G/I-27

7 July 1954

DOCUMENT NO. 4
NO CHANGE IN CLASS. ☐
DECLASSIFIED
CLASS. CHANGED TO: TS S ©1989
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE 8-21-7 REVIEWER: 372044 1

CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports
Geography Division

CONFIDENTIAL

W A R N I N G

This material contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, USC Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

CONFIDENTIAL

~~S-E-C-R-E-T~~

SELECTED ROUTES TO TIBET

1. Hsi-ning/Yü-shu Route

The latest and most reliable information indicates that the road from Hsi-ning to Yü-shu is motorable with the following qualifications:

a. Hsi-ning/Huang-ho-yen section (about 300 miles)

Probably a fair-weather, single lane road with occasional passings. The 15-30' width of the Lan-chow/Hsi-ning road may be continued on this section. It may not be motorable throughout because of uncompleted bridges. There is no information on ferry facilities. One 1953 report indicated that the road was probably in use as far as the Kung Ho, about 160 miles from Hsi-ning. Although there is no available information on the number of workers employed, stores and equipment were reportedly stockpiled in this section since February 1953, with 700 motor trucks and 2,000 yaks being used to carry supplies to construction crews.

b. Huang-ho-yen/Yü-shu section (about 150 miles)

Probably a fair weather, lightly metalled motorable road (jeepable) as of the end of 1953, with the possibility that a number of bridges are still uncompleted. The route includes several difficult stretches, including the crossing of at least one major mountain range (Bayan Kara Shan) and several large rivers as well as areas of sandy desert and swamp land. The road in those areas should be considered seasonally motorable and probably closed during the snow, low temperatures, and high winds of the winter. There is no immediately available information on the number of workers involved in road construction (see 1.a. above).

~~S-E-C-R-E-T~~

~~S-E-C-R-E-T~~2. K'ang-ting/Ch'ang-tu/Yü-shu Routea. K'ang-ting/Kan-tzu/Ch'ang-tu section

Most reports indicate that the northern route to Ch'ang-tu from K'ang-ting via Kan-tzu and Ya-lung has been opened to motor traffic late in 1952, while the southern route, via Batang, is not yet motorable. The road between Kan-tzu and Ta-ma Shan-k'ou (pass about 8 miles east of Ch'ang-tu) is reported to be rock and sand surfaced, and the types of equipment reportedly being used indicate that the section between K'ang-ting and Kan-tzu also probably has a crushed rock surface and is limited all weather. A number of steel, 20-ton bridges have been built along the entire section. It is probable, however, that the larger rivers are not yet bridged. It is reported that 8 to 9 large ferry boats, attached to steel cables and capable of transporting large trucks, are in operation on the Yangtze River near Te-ko (31°49'N, 98°40'E).

In May and June, 1952, about 20,000 Chinese troops were reported working in the Ta-ma Shan-k'ou area, east of Ch'ang-tu. Mechanical equipment of Russian make was in use, including large rock-crushers, earth-moving equipment, pneumatic drills, and heavy 10-wheeled trucks.

A variable amount of truck traffic through K'ang-ting was reported in late 1952, with the daily traffic as high as 500 or 600 trucks and as low as 30 or 40 or none at all. Trucks to Kan-tzu are said to carry a cargo consisting 90% of rice, and 10% of tea, gasoline, and construction materials. Eastbound traffic from Kan-tzu consists of wool, leather, herbs, mush, and possibly mica.

S-E-C-R-E-T

SELECTED ROUTES TO TIBET

1. Hsi-ning/Yü-shu Route

The latest and most reliable information indicates that the road from Hsi-ning to HÜ-shu is motorable with the following qualifications:

a. Hsi-ning/Huang-ho-yen section (about 300 miles)

Probably a fair-weather, single lane road with occasional passings. The 15-30' width of the Lan-chou/Hsi-ning road may be continued on this section. It may not be motorable throughout because of uncompleted bridges. There is no information on ferry facilities. One 1953 report indicated that the road was probably in use as far as the Kung Ho, about 160 miles from Hsi-ning. Although there is no available information on the number of workers employed, stores and equipment were reportedly stockpiled in this section since February 1953, with 700 motor trucks and 2,000 yaks being used to carry supplies to construction crews.

b. Huang-ho-yen/Yü-shu section (about 150 miles)

Probably a fair weather, lightly metalled motorable road (jeepable) as of the end of 1953, with the possibility that a number of bridges are still uncompleted. The route includes several difficult stretches, including the crossing of at least one major mountain range (Bayan Kara Shan) and several large rivers as well as areas of sandy desert and swamp land. The road in those areas should be considered seasonally motorable and probably closed during the snow, low temperatures, and high winds of the winter. There is no immediately available information on the number of workers involved in road construction (see 1.a. above).

S-E-C-R-E-T

S-E-C-R-E-T2. K'ang-ting/Ch'ang-tu/Yü-shu Routea. K'ang-ting/Kan-tzu/Ch'ang-tu section

Most reports indicate that the northern route to Ch'ang-tu from K'ang-ting via Kan-tzu and Ya-lung has been opened to motor traffic late in 1952, while the southern route, via Batang, is not yet motorable. The road between Kan-tzu and Ta-ma Shan-k'ou (pass about 8 miles east of Ch'ang-tu) is reported to be rock and sand surfaced, and the types of equipment reportedly being used indicates that the section between K'ang-ting and Kan-tzu also probably has a crushed rock surface and is limited all weather. A number of steel, 20-ton bridges have been built along the entire section. It is probable, however, that the larger rivers are not yet bridged. It is reported that 8 to 9 large ferry boats, attached to steel cables and capable of transporting large trucks, are in operation on the Yangtze River near Te-ko (31°49'N, 98°40'E).

In May and June, 1952, about 20,000 Chinese troops were reported working in the Ta-ma Shan-k'ou area, east of Ch'ang-tu. Mechanical equipment of Russian make was in use, including large rock-crushers, earth-moving equipment, pneumatic drills, and heavy 10-wheeled trucks.

A variable amount of truck traffic through K'ang-ting was reported in late 1952, with the daily traffic as high as 500 or 600 trucks and as low as 30 or 40 or none at all. Trucks to Kan-tzu are said to carry a cargo consisting 90% of rice, and 10% of tea, gasoline, and construction materials. Eastbound traffic from Kan-tzu consists of wool, leather, herbs, mush, and possibly mica.

S-E-C-R-E-T

b. K'ang-ting/Batang/Ch'ang-tu section (alternate)

25X1C The Chinese press has reported that this pack route from K'ang-ting to Ch'ang-tu is to be improved to a motorable road and that the construction of a new road bridge over the Ya-lung Chiang was started late in 1952 [REDACTED] the trail is under improvement as far as Batang and unimproved from Batang to Ch'ang-tu.

c. Ch'ang-tu/Yü-shu section

There is no immediately available information on the road from Ch'ang-tu to Yü-shu. It is believed that the road is motorable and may be fair-weather and jeepable.

d. Kan-tzu/Yü-shu section

Conflicting reports indicate that this section is either fair-weather, jeepable road or a limited all-weather pack trail.

3. Ch'ang-tu/T'ai-chao/Lhasa Route

Several reports indicate that this road was suitable for jeep traffic with construction work being advanced from both ends. Advance construction parties were reported to have reached the Hsi-erh-kan Shan-k'ou (Shargung Pass) at 30°50'N, 94°30'E, and T'ai-chao, probably in 1952, and the road was expected to be opened all the way to Lhasa by the end of 1953. Thus it is believed that the route is now a fair-weather, motorable road, probably single lane with occasional passings, and probably constructed of crushed rock.

There is no immediately available information on construction parties other than that conscripted Tibetan labor and Chinese soldiers were used. No information is available concerning traffic.

S-E-C-R-E-T

S-E-C-R-E-T

4. Yü-shu/T'e-la-hsi (Trashi Gumpa)/Lhasa Route

A number of reports suggest that this route was chosen for the main motor road between Ch'ang-tu (via Yü-shu) and Lhasa because of the difficulty of the terrain on the Ch'ang-tu/T'ai-chao/Lhasa route. It is reported that the section from Ch'ang-tu to T'e-la-hsi (Trashi Gumpa) was completed by March 1953 with the exception of bridges. The same report indicates that the road is wide enough for two jeeps to pass and could be used for motor transport. Ferry service is available where there are no bridges. The remaining section from T'e-la-hsi to Lhasa was scheduled for completion by late 1953.

No information is immediately available concerning the status of the road or details on construction. The route crosses two major passes: Nyakamarpo La (16,250 ft.) and Zhangzhung La (15,170 ft.).

There is no immediately available information on traffic conditions along this route.

5. Kalimpong/Gangtok/Gyangtse/Lhasa Route

In 1952, the Sikkim/Lhasa route handled only 10 tons of traffic per day, and it is reported to have taken from 10 days to 3 weeks to make the trip. Freight costs nearly doubled from 1951 to late 1953 and traffic into Tibet is said to have increased by 50% from late 1952 to late 1953.

a. Kalimpong/Gangtok section

Motorable and suitable for truck traffic. Mule caravans, however, presently start from Kalimpong and go to Phari Dzong, where loads are transferred to yaks for the trip to Lhasa.

S-E-C-R-E-T

S-E-C-R-E-T

b. Gangtok/Gyangtse section

It has been reported that the Chinese have moved several thousand troops to the Chumbi Valley area to work on the construction of a road from the Sikkim-Tibetan border to Phari Dzong and that more than 10,000 Tibetans are at work on a 20 ft. wide road from Gyantse to Yatung, in the Chumbi Valley. Indian government observers estimated that such a road could not be completed before October, 1953 and reports of extensive blasting operations necessary in the rocky Chumbi Valley suggests that the route may not yet be motorable.

c. Gyantse/Lhasa section

The road from Lhasa to Chaksam, on the Brahmaputra, is probably motorable. The remainder of the section has been cleared, widened, and levelled and is possibly motorable. A concrete bridge is reportedly under construction over the Brahmaputra.

S-E-C-R-E-T

CONFIDENTIAL